

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – CEDD
(Updated 22 June 2026)**

Comments	Response
1. Comments from Geotechnical Engineering Office, Civil Engineering and Development Department as follows: 1. Section 6.0- It is noted that the pile cap layout is not tallied with the building footprint as shown in the drawing no. G-01. Please review and revise the schematic designs as appropriate. 2. The schematic designs of geotechnical works in the report are considered from the point of view of a feasibility assessment only. They should be subject to further ground investigation, geotechnical study and detailed design. Our detailed comments on the geotechnical works would be given as appropriate during the future investigation/design submission. 3. Suspected unauthorised site formation works involving excavation and filling works at the captioned site was observed in 2016. The proposed study and the associated remedial works for the suspected unauthorised site formation works should be discussed in the GPRR.	The sequence of construction stage 3 add. Refer to GA-02a. Noted. Included in the GPRR S.5.0. Refer to P.4.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
1. Comments from Environmental Protection Department (EPD) as follows: <u>General and EIAO Implications</u> <u>Supporting Planning Statement</u> 1. Section 3.5: Suggest revising as “Environmental Impact Assessment” <u>Environmental Assessment</u> 2. Suggest naming the report as “Environmental Assessment” 3. Section 1.1.1: Suggest revising as “The applicant proposed the change of use to ‘Social Welfare Facilities’ (RCHE) in ‘Green Belt’ & ‘Village’ zone at...” 4. Section 1: Please discuss the EIAO implications of the Project. 5. Section 1: Please advise whether off-site road improvement work will be proposed under the Project. 6. Section 1: Please advise the installed capacity (in m3 per day) of the proposed sewage treatment plant. <u>Air Quality</u> 1. Section 1.2.2: Please consider including the sewage treatment plant as one of the major project components. 2. Table 2.1: Please revise the header of the last column to read “Number of Exceedances Allowed <u>Per Calendar Year</u>”. 3. Table 2.2: Please state the buffer distance requirement for odour sources.	Revised Accordingly. Revised Accordingly. Revised Accordingly. Discussed in Section 1.3 accordingly. No site road improvement work will be proposed under the Project. Advised in Section 1.3.2 accordingly. Included in Section 1.2.3 accordingly. Revised Accordingly. Stated accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
4. Section 2.2.7: a. The name of the regulations should be “Air Pollution Control (Fuel Restriction) (Emission) Regulations”. Please revise. b. Please revise the last sentence to read “... sulphur content of less than 0.001% by weight or <u>and</u> viscosity less than 6 Centistokes ...”. 5. Section 2.2: Please review whether ProPECC PN 2/96 - Control of Air Pollution in Car Park and Guidelines for the Design of Small Sewage Treatment Plants are relevant to this project. 6. Table 2.3: a. Please check whether annual FSP in 2020 and 2023 have exceeded AQO. Underline the value and revise section 2.3.3 as necessary. b. Please state that CO is not monitored in Tai Po AQMS. c. Please state the version number of SAMP in Note [1]. d. Please clarify the meaning of note [2]. e. Please quote the notes in the table. 7. Table 2.4: a. Please show the concentrations of all PATH grids within the assessment area. b. Please state the version number of SAMP in Note [1]. c. Please clarify the meaning of note [2].	Revised Accordingly. Revised Accordingly. Relevant and added in Section 2.2 accordingly. Checked and those years are below annual AQO. Added in Note [1] accordingly. Added in Note [1] accordingly. Clarified accordingly. Quoted accordingly. Show accordingly. Added in Note [1] accordingly. Clarified accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
d. Please quote the notes in the table. 8. Section 2.4.2 and Table 2.5: a. Please state the assessment heights of ASRs in the table. b. Please review if 72 Lai Chi Shan should be considered as an ASR. c. Please identify the air sensitive uses of the development. 9. Section 2.5: a. Please identify odour sources through a site visit and supplement the impact assessment for odour. b. Please include operational phase air quality impact assessment to the surrounding ASRs due to this development, including the RCHE, the carpark, the connection road and the sewage treatment plant. Please be reminded that if the HKPSG requirements could not be fulfilled, quantitative cumulative impact assessment would be required to evaluate the potential air quality impact to confirm the compliance of the prevailing AQOs criteria. 10. Section 2.5.4: Please estimate the number of dump trucks during construction phase. Please confirm whether there are any concurrent projects in the surrounding area and if positive, their cumulative air quality impact should be addressed. 11. Section 2.5.6: Please clarify if the garden of the development is an ASR.	Quoted accordingly. As the assessment height of ASRs is not required in the analysis and discussion in qualitative AQIA and thus excluded. Added as ASR A11 accordingly. Identified accordingly. No odour source is observed during the site visit. Noted. Estimated accordingly. Added in Section 2.6 accordingly. Clarified accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
12. Section 2.5.7: Please state if the proposed development includes any chimney. 13. Section 2.6.2: Given the proximity of ASRs to the construction site, please evaluate the suitability of the following additional mitigation measures: a. Adopt site hoarding at sufficient height close to those concerned ASRs; b. Locate the haul road away from those concerned ASRs; c. Avoid dusty works or placing stockpiles near to those concerned ASRs; d. Minimisation of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed. 14. Section 7.1.2: Please also review the air quality impact from the development during operation phase. 15. Figure 2.1: a. Please provide a base map with sufficient resolution to identify the features on map. b. Please overlay the PATH grids onto the figure.	Mentioned in Section 2.5.9 accordingly. All additional mitigation measures have been included in Section 2.7.2. Added in Section 8.1.2 accordingly. Revised accordingly.
<u>Noise</u> 1. Section 1.2.1: According to the application form, it should be Tai Po Outline Zoning Plan No. S/TP/32 instead of S/TP/31. Please revise. 2. Section 1.2.2 and Table 1.1: a. It is mentioned in s.1.2.2 and Table 1.1 that there will be 356 bedspaces,	Revised accordingly. 335 bedspaces will be provided in the Proposed Development. Section 1.2.2 and Table 1.1 have

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in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
whereas Plan G-01 in Appendix 1.1 and the Executive Summary of the Planning Statement both indicate 335 bedspaces. Please review and clarify. b. Please advise whether the isolation rooms will be used for diagnostic purposes. If affirmative, please establish the relevant noise criteria in the noise impact assessments. 3. Section 3: Please supplement with road traffic noise impact assessment when available. 4. Section 4: Please identify the nearby existing Representative Noise Sensitive Receivers and establish the fixed noise criteria, including whether compliance can be achieved. 5. Section 4.2 and Section 4.3: The headings of both sections are the same. It is suggested that they be revised to “Identified Existing Fixed Noise Sources” and “Fixed Noise Sources of the Proposed Development” respectively. 6. Appendix 1.1: For Plan G-05, please advise what “TF” in the plan title stands for. If this is the typical floor plan for 2/F to 6/F, it is suggested to revise the plan title to “2F to 6F PLAN RCHE” for a clearer description. <u>Water Quality</u> 1. Section 5.2.2: Suggest revising the last sentence to read as “The Proposed Development is in the catchment of the Tolo Harbour and Channel WCZ. The and	been revised accordingly. The isolation rooms will not be used for diagnostic purposes. They are intended to provide a separated resting space for users who feel unwell. Noted. Existing representative NSRs have been identified, and the fixed noise criteria has been provided. Noise Section has been reordered. Revised. Refer to G-05. Revised accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
its respective WQOs for watercourses in Tolo Harbour and Channel WCZ are presented in Table 5.1.” 2. Table 5.1: a. In subzone column, Suggest revising “Whole Zone” to “All Watercourses” b. For DO, suggest revising to “Waste discharges shall not cause the level of dissolved oxygen in waters of the subzone to be less than 4 milligrams per litre or 40% saturation (at 15 degrees Celsius) at any time.” c. Suggest revising the last parameter of the table from “Toxins” to “Toxicants” 3. Section 5.2.4: Please review the paragraph, as Victoria Harbour (Phase Two) WCZ seems not relevant. 4. Table 5.2: Suggest clarifying the nature of the Tai Po River, whether it is a natural river or channelized watercourse. 5. Section 5.4 (Header & Content page): Suggest revising “WATER EMISSION SOURCES” to “POTENTIAL WATER POLLUTION SOURCES”s 6. Section 5.4.8: Suggest revising the last sentence of the paragraph to read as “Hence, no adverse drainage water quality impact due to stormwater runoff during operation phase is expected. A separate Drainage Impact Assessment has been conducted under this Study.”	Revised accordingly. Revised accordingly. Revised accordingly. The Project is within the Tolo Harbour and Channel WCZ, the paragraph has been revised accordingly. The nature of the Tai Po River has been revised to channelized watercourse. Revised accordingly. Revised accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
<u>Waste Management Implications and Land Contamination</u> - Section 6.5, please review if clinical waste and chemical waste would be generated during operation phase of the project, relevant guideline and mitigation measures associated with clinical waste should be provided. - Section 6.6.5, in order to monitor the disposal of excavated and non-inert C&D material at public filling facilities and landfills and to control fly-tipping, please specify that waste collection trucks shall be equipped with GPS or an equivalent system for real-tracking the off-site delivery of inert and non-inert C&D materials and a trip-ticket system should be adopted. - Please provide a summary table on waste generation in construction and operation phase. - Noted that existing soil will be disturbed, please study the historical use of the land and advise if there is any potential land contamination. - Please provide a list of environmental legislation and guidelines relating to land contamination that are relevant to the project. <u>Sewerage Impact Assessment</u> - Section 2.4: Suggest revising as: “The Project Proponent would like to construct a sewage treatment plant (STP) to collect and treat <u>the sewage</u> on-site and <u>ultimately</u> be discharged discharge it to Tai Po River through proposed stormwater drain.”	Reviewed and discussions have been added in Section 6.5 accordingly. Added accordingly. Provided in Table 6.1 and Table 6.2 accordingly. To be provided in Section 7. To be provided in Section 7.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 22 June 2026)**

Comments	Response
2. Appendix C of the SIA: The UFF type for the overnight staff should deploy a factor of 0.28 under "J11 Community, Social & Personal Services" of our Guidelines for Estimating Sewage Flows (GESF). 3. It is noted that the proposed development will process its generated sewage in an on-site STP, and treated effluent will be discharged to nearby receiving water. Thus, there will be no sewerage impact to any existing sewerage system. However, the applicant is advised to seek comments from DSD regarding the drainage impact caused to the receiving water.	

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 31 August 2026)**

Comments	Response
1. Comments from Environmental Protection Department (EPD) as follows: <u>General and EIAO Implications</u> 1. Please consider providing whole document and highlighting amended parts to facilitate the review process. 2. Please confirm that the facility under Item F.4, Part I, Schedule 2 of EIAO will not be proposed under the Project. 3. Section 8.1.1: Suggest revising as “The potential environmental impacts arising from <u>operation of</u> the Proposed Development have been identified and evaluated in the EAS.” <u>Air Quality</u> 1. Table 2.3 and 2.4: - We are unable to confirm the correctness of note [3] as the updated text is also underlined. Please ensure that the exceedance values are properly indicated. - Does note [2] refer to the allowed <u>exceedance</u> of AQOs per calendar year? If so, please clarify this in the note. 2. Section 2.4.2: Please identify air sensitive uses <u>within the proposed development</u>. 3. Table 2.5: Please provide the assessment heights for the ASRs. 4. Section 2.5.6: - Please provide a figure with appropriate scale and resolution to demonstrate	Noted. No sewerage treatment plant will be proposed within the Proposed Development. Relevant discussions on EIAO implications have been revised. Revised accordingly. Confirmed. Affirmative. The note has been revised for clarity. Identified accordingly. Added Accordingly. Provided in Figure 2.2 accordingly.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 31 August 2026)**

Comments	Response
that the required buffer area from the road kerb of the external road does not encroach into the building block and garden areas. The locations with air sensitive uses should be clearly identified. - Please confirm if the proposed connection road is a public road. If so, assess its impact on the external ASRs. Otherwise, document that the connection road is a private road with access control. 5. Section 2.6.1: Please indicate the location of the concurrent project in a figure. Also, please provide the reference of information of the concurrent project. 6. Figure 2.1: Please provide the updated figure reflecting the changes made in Table 2.5. <u>Noise</u> 1. Section 3: The whole chapter for Road Traffic Noise Assessment is indicated as “To be provided”. Please supplement the report with the road traffic noise impact assessment when it becomes available. 2. R-t-C Item 2(b): Please state in the report that “the isolation rooms will not be used for diagnostic purposes”. 3. Section 1.4.1: Please amend “Traffic Noise Impact (Section 3)” to “Road Traffic Noise Impact (Section 3)”. 4. Section 4.2.3: Tolo Highway is located at about 200m from the subject site and	The proposed connection road is a private road with access control. Discussion has been added into Section 2.5.7. Provided in Figure 2.1 accordingly. ASR within the Proposed Development (i.e. air sensitive use within the Proposed Development) have been presented in Figure 2.2. Noted. Added in Section 3.3.2. Amended accordingly. Reviewed. The subject site is affected indirectly by Tolo Highway. Thus, ASR ‘B’ has been

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 31 August 2026)**

Comments	Response
there are noise barriers at the section near Lai Chi Shan. Please review whether the subject site is affected (directly or indirectly) by Tolo Highway. 5. Section 4.3.1: Figure 4.2 could not be found in the submission. <u>Water Quality</u> 1. It is noted that Section 5.4.7 and Section 5.5.3 of the Environmental Assessment Report have been amended from “connection to the nearest public sewerage system” to “on-site sewage treatment”. From the existing sewerage record, there is existing public sewerage at the vicinity of the proposed site boundary. According to s. 5.2.4 of HKPSG Chapter 9, public sewerage should be used as it is the most efficient and safe means of sewage disposal, while the provision of a sewage treatment plant should be considered where public sewerage is not available. Furthermore, the treated effluent from the proposed on-site sewage treatment plant would ultimately discharge to Tolo Harbour, which is a highly enclosed water body with restricted water exchange and is vulnerable to pollution loading. In view of the above, please review whether it would be feasible to adopt “connection to the public sewerage system” for the proposed development. If it is considered not feasible with sound justification, further details of the justification should be provided in the Environmental Assessment Report or the Sewerage Impact Assessment Report.	assigned to NSRs. Relevant discussions have been revised in Section 4.2.3. Added accordingly. As confirmed by the Planning Consultant, the sewage will be connected to the nearest public sewerage system. Relevant discussions in EA Report and SIA Report have been revised.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – EPD
(Updated 31 August 2026)**

Comments	Response
<u>Waste Management Implications and Land Contamination</u> - Section 6.5.8: - please amend the first sentence as “ ... appropriate manner as stipulated in the <u>Waste Disposal (Clinical Waste) (General) Regulation</u>”. - please amend the last sentence as “... in accordance with Code of Practice for the Management of Clinical Waste – <u>Small Clinical Waste Producers</u> and Waste Collectors and Waste Disposal (Chemical Waste) (General) Regulation”. - Note that land contamination review will be included in future submission, our comments remain reserved. <u>Sewerage Impact Assessment</u> - Please provide your Response-to-Comment for Sewerage Impact Assessment (the last three points) under “Response to Comment_EPD (20260622).pdf”, and submit any revised SIA for our further review.	Revised accordingly. Revised accordingly. Noted. Noted. Will be provided in the upcoming submission.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – LandsD
(Updated 22 June 2026)**

Comments	Response
1. Comments from Lands Department as follows: Please be advised of the following comments from land administration point of view: i. The Application Site consists of 25 private lots in D.D. 22 and adjoining Government land (GL) in Lai Chin Shan, Tai Po and falls entirely within the village environ of Lai Chi Shan with minor portions encroach onto the village environs of Sheung Wun Yiu and Ha Wun Yiu. All the private lots involved are agricultural lots where no structures shall be erected on the lots without the prior approval from LandsD and are not covered by any MOT/ Building Licence. A copy of land status plan showing the Application Site is attached at Appendix I for your internal reference. ii. According to our prevailing guidelines, non-small house development proposal on land within village environ ("VE") or village type development zone ("V Zone") would normally not be entertained, except there are justifications (e.g. to effect a government policy intent or with policy support from bureaux). Noting that the Application Site falls within V Zone and VE as mentioned above, SWD is therefore required to advise whether the proposed social welfare development is to effect a government policy intent and/or support from your side will be given. Provided that the support of the SWD is obtained, the developer may apply and LandsD may grant the concessions to exempt eligible RCHE premises from land premium in land	Noted. Noted.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – LandsD
(Updated 22 June 2026)**

Comments	Response
transactions pursuant to the LAO PN Nos. 4/2003 and 5/2023 relating to Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly ("RCHE") Premises in New Private Development. iii. In parallel, the Application Site includes a portion of an existing sloping access road branched off from Tat Wan Road and mingled with private lots and GL not being managed and maintained by TD and HyD. The Government does not guarantee any right of way to the Application Site and the Applicant should make his own arrangements for acquiring such right of way, if any. iv. Subject to para. 1(ii) and 1(iii) above, should the Town Planning Board approve the subject planning application, to implement the proposed development, the lot owner(s) is required to submit a land exchange application to LandsD. The land owner is reminded that every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity of the landlord and there is no guarantee that such application will eventually be approved. If such application is approved, it will be subject to such terms and conditions at its absolute discretion, including among others the payment of premium and administrative fee. v. Besides, an existing shrine and joss paper burner on Government land adjoining Lot Nos. 365 and 946 R.P. in D.D. 22 and lamp posts along the existing road will be	The access road is partly owned by applicant and partly owned by others. The R.O.W. has been granted by the owners of all lots concerned. Noted. Noted.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – LandsD
(Updated 22 June 2026)**

Comments	Response
affected. Comments from DO/TP should be sought, and their prior agreement is required before implementation of any works. As revealed from the DGN file provided, it is noted that the minor portion of the Application Site encroaches onto Lot No. 363 in D.D. 22 and the Applicant is advised to clarify their intention and rectify as appropriate. vi. I would leave the relevant departments to offer comments on the technical impact assessments. In particular, (a) there is a level difference of 5.04m between the eastern end of the existing access road at 27.5mPD and the entrance of the site at 32.5mPD and thus the Applicant is requested to demonstrate the feasibility of the proposed sloping access road. (b) pursuant to Figure 2 of the SPS, the topography of the Application Site ranges from about 27.2mPD at the west to 45.9mPD at the east (i.e. a level difference of 18.7m). Given such level difference, it is noted that substantial retaining structures would likely be required arising from excavation or alternatively filling for the proposed development layout. Comment from GEO, CEDD on the possible change of site level and construction of retaining structures should be sought. (c) according to para. 2.2 of the Drainage Impact Assessment Report, the Applicant	The proposed access road is 40.49 length and raise 5.04m. It is 1:8 steepness and feasible to provide a proper access for vehicle. Refer to G-02. Noted. Tai Po River (SCP1010840) is managed and maintained by DSD. We would identify the

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in “Green Belt” & “Village Type Development” Zone
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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – LandsD
(Updated 22 June 2026)**

Comments	Response
proposed to construct a stormwater terminal manhole (PSMH-01) connecting the Application Site to the stormwater manhole (SMH-01) at the private road and further to the Tai Po River (SCP1010840) via a 300 mm drainage pipe. On this, the Applicant should identify the management and maintenance responsibility parties of the aforementioned proposed infrastructures and the prior agreements from the relevant department should be sought.	responsibility of SMH-01 by seeking other department comment.

**Proposed Change of Use to “Social Welfare Facilities” (RCHE)
in “Green Belt” & “Village Type Development” Zone
at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – LandsD
(Updated 31 August 2026)**

Comments	Response
1. Comments from Lands Department as follows: <u>Proposed Access Road</u> 1. I would defer to TD for comments on the feasibility of the proposed access road. <u>Minor Encroachment / Proposed land grant boundary</u> 2. Would the Applicant please provide clarification addressing our previous comment on item (v) regarding the encroachment on the above private Lot. Proposed land grant boundary may need to be adjusted having regard to on-site feature. For instance, as shown in G/F plan attached, the boundary line cut across the staircase to the left of House 26A. <u>Slope features Nos. 7NW-B/C589 and 7NW-B/C717</u> 3. As the site is partially straddling across sloping ground including the above slope features, please seek geotechnical advice from GEO/CEDD on slope safety aspects where appropriate. <u>Substantial level difference at the Subject Site</u> 4. Presumable comment from GEO, CEDD on the possible change of site level and construction of retaining structures has been sought as per our previous comment on item (vi)(b).	Noted. Further to the previous comment on item (v), we revised the boundary to exclude the portion on Lot 363 in D.D. 2. However, the staircase to left of House 26A is infact situated with the applicant’s private lot. To reserve the applicant’s right of the land ownership, we would like to maintain that portion of land as part of the applicant site boundary. Noted. CEDD has comments on the issue. Noted. CEDD has comments on the issue.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – PlanD
(Updated 22 June 2026)**

Comments	Response
1. Comments from Shatin, Tai Po and North District, Planning Department as follows: 1. Paragraph 2.1.4 – please clarify whether the ‘Access Road’ refers to an existing road or a proposed road, and whether it is a vehicular or pedestrian access. Also, please update the planning statement as appropriate. 2. Paragraph 3.1.4 – the flat roof garden should be located on the southeastern portion of the proposed RCHE. Please clarify. 3. Paragraph 3.1.6 – please indicate where are the ‘premium rooms’ and ‘individual self-contained suite’ in the proposed development. 4. Paragraph 3.1.9 – please advise the area of individual dormitory for reference. 5. Paragraph 3.2.6 – please clarify whether the ‘Open Yard’ is the same as ‘Flat Roof Garden’ on the floor plan. If yes, please use the same wording for clarity. 6. Paragraph 4.2.1 – please elaborate the background of the discussion quoted TPB meeting for clarity. 7. Please provide details of the operation of the proposed RCHE for reference e.g. privately operated or subsidized, eligibility of residents, etc. 8. What are the mitigation measures to address the interface issue given that the proposed development is very close to the village houses nearby.	The “Access Road” refers to the existing road tee off from Tat Wu Road. It serves as both vehicular pedestrian. To avoid doubt, Access road within the site is revised to be drive way. G-02 and SPS P.6. The flat roof (garden open yard) is located on the southeastern portion. SPS P.11 revised. All dorms are share room. SPS P.12 revised. The individual size is approx. 5.8m². SPS P.13 revised. Open yard means “The Flat Roof Garden”. Elaborate and SPS P.18 revised. The RCHE is proposed to be a “care and attention home” and privately operated. An addition Para 3.1.8 is added for the issue. Please refer to SPS P.12. The Block is located away from the village house as far as possible and planters are provided along the village house side to mitigate the visual impact of villager. Para 5.2a added. Refer to SPS P.16.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – PlanD
(Updated 22 June 2026)**

Comments	Response
9. Please provide justifications for including 2 parcels of government land at the western portion of the application site.	The existing access of the Shrine is partly situated on the Lot 946 RP. It consists of steps with raise over 300mm. To provide a save and proper car and pedestrian access to the Shrine, Small portion of G.L is proposed to include in the proposed development to modify the access to Shrine.
10. It is observed that the application site boundary encroaches onto the adjacent residential developments. Justifications are required.	According to the lot index plan, the platform of Sunshine Garden is partly built on our site boundary. To maintain the right as the lot owner, the site boundary should be maintained as shown. However, to avoid adverse impact to the resident of Sunshine Garden, all propose works should exclude these portion of land.
11. What is the gradient of the proposed vehicular access to the RCHE?	The Gradient of the access is 1:8. G-02 revised.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 22 June 2026)**

Comments	Response
1. Comments from Social Welfare Department as follows: 1. In view of the ageing population and to meet the ongoing demand for residential care services for the elderly, subject to the views from other Government departments on town planning and other development considerations, we have no objection in principle for the development of the proposed residential care home for the Elderly (RCHE) from service perspective, on the conditions that – (a) The proposed RCHE shall incur no financial implication to the Government in terms of both capital and recurrent costs. (b) The applicant should ensure that the design and construction of the RCHE should comply with all prevailing licensing and statutory requirements including but not limited to the (i) Residential Care Homes (Elderly Persons) Ordinance (Cap.459) and its subsidiary legislation, and (ii) the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) [CoP]. 2. As mentioned in the Executive Summary of the proposal, the “proposal RCHE development is in line with the latest policy to encourage the provision of RCHE premises in new private development and is eligible for exemption from assessment of premium”. Hence, the applicant is advised to refer to LandsD Practice Note (Issue No. 5/2023) for implementation details of the Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments -	Noted. SPS P.1 the Executive Summary is revised.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 22 June 2026)**

Comments	Response
Time-limited Enhancements. 3. Given the applicant has not explicitly indicated whether the proposed RCHE would be operated on a private or self-financing mode, the applicant is advised to clarify the financing mode of the proposed RCHE before SWD could provide further comments on the proposal. 4. As stipulated in paragraph 5.3.1 of the latest CoP, “No part of RCHE shall be situated at a height more than 24 metres above the ground floor...” In this regard, would the applicant please ensure that the 24m height restriction is fully complied. 5. The applicant is also reminded to comply with the entire ventilation requirements stipulated in paragraph 4.9 “Heating, Lighting and Ventilation” in the latest version of the CoP. 6. The applicant should take note that the ceiling (the ceiling slab or suspended false ceiling) of every room shall be situated at a height not less than 2.5m measuring vertically from the floor or not less than 2.3m measuring vertically from the floor to the underside of any beam according to paragraph 4.4.3 of the CoP. 7. Habitation areas of RCHE, such as dormitory, isolation rooms (one for every 50 residents on each floor with provision of dormitory) shall be provided with openable windows. An attached toilet/bathroom to the dormitory and isolation rooms (one for every 50 residents) shall be provided. Meanwhile, the capacity of each dormitory is	The RCHE is proposed to be a “care and attention home” and privately operated. In addition Para. 3.1.8 is added for the issue. Please refer to SPS P.12. According to study of previous Planning application, the ancillary office, which restricts the resident to enter, is allowed to locate at floor above 24m. Please suggest if it is allowed. Noted and all habitation area would comply with the latest version of CoP. Noted and complied. Openable windows are provided for habilitation areas. Meanwhile, we would try to trim down the no. of residents of rooms.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 22 June 2026)**

Comments	Response
preferably not more than six residents. 8. While residents of some premium rooms on 2/F are equipped with accessible Flat Roofs, and the residents and visitors of RCHE can access the roof garden, suitable and adequate security facilities shall be in place according to prevailing statutory requirement in order to ensure the safety of the residents. The applicant should pay attention to paragraph 16.2.4 of the CoP which states that "Residents of RCHE should be provided with a safe and protected living environment; effective measures shall be implemented and notices be posted to prevent residents from colliding with large floor-to-ceiling glass and entering prohibited areas such as the server room, rooftop or balcony". 9. Provision of separate main entrance for the RCHE premises is required. If the RCHE is not located on the same floor as the vehicular access or the RCHE occupies more than one floor, a lift suitable for a stretcher bed which measures 2,050mm x 560mm and an internal staircase of not less than 1.2m wide for the exclusive use of RCHE shall be provided. 10. Convenient pedestrian and vehicular access to a shared loading/ unloading bay or lay-by (measuring 11m (L) x 3.5m (W) x 4.7m (minimum headroom) is required. The shared loading and unloading area or lay-by shall be provided in the close proximity with covered walkway to the entrance of the building where the RCHE is located. 11. Supportive facilities, such as rehabilitation area, nurse station (one for every 50	Noted. 1.1m preferred metal fence would be installed on top of the 1.1m R.C. parapet walls to ensure the safety of resident. The required lift size and staircase width are provided. Vehicle can direct access the car park and drop off in the car park. Visitor and resident could access the RCHE through the lift and staircases complying the standard. Common Area and Flat Root Garden on 1/F is indicated as Rehabilitation area. Staff dormitories

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 22 June 2026)**

Comments	Response
residents), staff dormitory, refuse room etc. shall be provided.	are add on 1/F and two Nurse station are provide on dorm floor. Refuse Room is indicated as Material Recovery Chamber on G/F. Refer to G-02, G-03

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 31 August 2026)**

Comments	Response
1. Comments from Social Welfare Department as follows: Our comments, from service perspective, on the updated R-to-C and layout plans are provided below for your consideration, please. - In view that the applicant intends to apply for the “Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time Limited Enhancement” under LAO Practice Note No. 5/2023, would the applicant please clearly demarcate the RCHE area on each of the RCHE floor and provide the GFA of the proposed RCHE premises for premium exemption. - Referring to the updated R-to-C, it is noted that the RCHE residents will have access to the Roof garden on R/F, Flat Roof on 2/F and balcony from dormitories. Please clarify whether these provisions are considered as part of the RCHE area. Referring to Para. 16.2.4 of the Code of Practice For Residential Care Homes (Elderly Persons) June 2024 (Revised Edition) (the CoP), “Residents should be provided with a safe and protected living environment (e.g. ...effective measures shall be implemented and notices be posted to prevent residents from colliding with large floor-to-ceiling glass and entering prohibited areas such as the server room, rooftop or balcony, etc.).” In view that residents should be provided with a safe and protected living environment, please ensure the overall design of the RCHE is in	Since the propose RCHE is a standalone premises, consisting ancillary uses, please refer to G-01 for RCHE area and total GFA for premium exemption. Roof garden on R/F, Flat Roof on 2/F and balcony from dorm are part of RECH. The overall design of the RCHE is in compliance with related ordinances, statutory regulation and CoP. To provide a safe and protected living environment.

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S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 31 August 2026)**

Comments	Response
compliance with related Ordinances, statutory regulations and the CoP. - NOFA/ SoA table is missing from the current submission. Would the applicant please attach a NOFA/ SoA table for our further comments in formal submission. - Private car and motorcycle parking spaces, as well as L/UL bay for medium goods vehicle are not regarded as provision of RCHE and may be disregarded from calculation of RCHE GFA for premium concession according to Remark (3) under the Annex to LandsD LAO PN No. 5/2023. - Referring to LandsD LAO PN No. 4/2014 “Accountable and Non-accountable Gross Floor Area (GFA) under Lease”, flat roofs in the form of natural building set back (i.e. on the roof of GFA accountable areas) may be non-accountable for GFA. In this regard, the applicant is reminded that the Roof Gardens area may also be disregarded from calculation of RCHE GFA for premium concession. With a view to meeting the objective of providing a quality RCHE, the applicant should refer to the following updated version of (i) Guidance Note of RCHE, (ii) Best Practice in Design and Operation of RCHE, and (iii) Best Practices Guidance – Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. The applicant is reminded to comply with the entire ventilation requirements stipulated in Para. 4.9 “Heating, Lighting and Ventilation” in the latest version of the CoP.	NOFA and SoA added to SPS S. 3.1.9. Noted. Noted. Noted and will comply.

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at Lot 364 S.A RP, ss. 1-2, S.B RP, ss. 1-5, 365, 804 RP, S.A-S.C, 805 S.A-S.C, 946 RP, 963 RP, S.B,
S.D, S.E RP, ss.1, S.F, S.G and Adjoining Government Land in D.D.22, Lai Chi Shan, Tai Po, N.T.
S16 Application for Planning Application No. A/TP/709
Response-to-Comment – SWD
(Updated 31 August 2026)**



**S16 Application for Permission of Approved Tai Po Outline Zoning Plan No. S/TP/31
Proposed Change of Use to “Social Welfare Facilities” (RCHE) in “Green Belt” &
“Village” Zone at Various Lots in Lai Chi Shan, Tai Po, N.T.
TIA Report
Summary of ‘Responses to Comments’ (September 2026)**

Comments of Traffic Engineering (NTE) Division, Transport Department dated 23 June 2026 (Mr. JIM Holman, 2399 2563)	Responses
1. Please advise the maximum gradient of the proposed access road/	Please be advised that the maximum gradient of the proposed access road is 1:8.
2. It is noted that Junctions B to F currently exhibit significant surplus Reserved Capacities (RC). This may be attributed to the timing of the morning peak hour surveys, which may not have coincided with the peak start times of adjacent schools or may have been conducted during school holidays. Please revisit the traffic data and verify the survey dates. Upon further review, we anticipate that the future RC of Junction D (Ma Wo Road / Tat Wan Road) may drop below 15%. Should this occur, the applicant is required to propose necessary road improvement works to mitigate the anticipated traffic impact.	Noted and please note that the traffic data has been reviewed and revised, please refer to Section 3.1 of the revised TIA report for details.
3. The applicant shall clarify the management and maintenance responsibilities for the proposed roadworks. In particular, please note that the proposed modification to the road connecting the site and Tat Wan Road is not currently managed by TD. As the new access is intended to serve the subject development exclusively, TD will not take up its management or maintenance responsibilities. The applicant should consult the relevant departments for further clarification.	Noted and please note that the applicant would consult the relevant departments for further clarification on management and maintenance responsibilities for the proposed roadworks.



Comments of Traffic Engineering (NTE) Division, Transport Department dated 23 June 2026 (Mr. JIM Holman, 2399 2563)	Responses
4. It is noted that a portion of an existing village access road is included within the boundary of the rezoning application. As this road serves as a vital link for nearby local villages and residential clusters, the applicant must clarify whether the existing access will be maintained or if a suitable alternative will be provided during the construction stage. The relevant stakeholders shall be consulted accordingly.	Noted and please be clarified that the existing access will be maintained during the construction stage. The relevant stakeholders shall be consulted accordingly.
5. Comprehensive details of the proposed road improvement works must be included in the TIA report, which is currently missing in the report.	Please refer to Figure 2.1 (Rev A) of the revised TIA report for the proposed road improvement works.
6. Please also provide a drawing showing the pedestrian route to public transport facilities. Pedestrian assessment shall also be provided.	Please refer to Figure 7.1 of the revised TIA report for pedestrian route to public transport facilities. Please note that pedestrian assessment has been added, please refer to Section 7 of the revised TIA report for details.
7. It is noted that the nearest bus stop is currently missing from Table 2.4 and Figure 2.2.	Noted and please note that the nearest public transport stop has been added, please refer to Figure 2.2 (Rev A) of the revised TIA report for details.
8. The applicant shall be responsible for the implementation of all proposed road and junction improvement works as identified in the TIA report, subject to the final acceptance of TD.	Noted and please note that the applicant shall be responsible for the implementation of all proposed road and junction improvement works as identified in the TIA report.
9. Table 4.3 of the TIA report: The applicant shall consult PlanD on the latest development projects that may impact traffic in the vicinity of the site. Please coordinate with these projects on their latest layout of road improvement works.	Noted and please note that PlanD has been consulted on the latest development projects that may impact traffic in the vicinity of the site, please refer to Appendix B of the revised TIA report for details. Please note that their latest layout of road improvement works has been considered in the assessments of the



Comments of Traffic Engineering (NTE) Division, Transport Department dated 23 June 2026 (Mr. JIM Holman, 2399 2563)	Responses
	revised TIA report.
10. Paragraph 2.4.2 of the TIA report: The applicant is required to provide a detailed justification for the significant reduction in private car parking spaces (from 11 to 4). Furthermore, the applicant shall critically review the sufficiency of the proposed parking provision to ensure it meets the anticipated demand. A robust assessment is necessary to demonstrate that the reduced provision will not result in illegal parking or queuing activities in the vicinity, which could adversely affect the traffic of the adjacent road network.	Please refer to Para. 2.4.3 of the revised TIA report for the detailed justification for the significant reduction in private car parking spaces. Please be advised that shuttle service will be provided by the operator for both staff and visitors. Visitors are encouraged to go to the proposed development via public transport, or park their vehicles near car parks of Tai Po Market Station, and interchange at Tai Po Market Station for shuttle services. Therefore illegal parking or queuing activities in the vicinity can be minimized, please refer to Section 2.6 of the revised TIA report for details.
11. Table 2.3 of the TIA report: A discrepancy is noted between Table 2.3 and Paragraph 2.4.4 regarding the provision of accessible parking. Table 2.3 indicates only one (1) accessible private car parking space, which contradicts the statement in Paragraph 2.4.4 that two (2) parking spaces will be provided for visitors or persons with disabilities. In addition, there are no proposed parking spaces for light buses. The applicant shall clarify whether only 1 light bus will be in operation to serve all staff and visitors, and the frequency and duration of the shuttle service per day.	Noted and please note that Para. 2.4.5 has been revised and Para. 2.4.6 for light bus has been added, please refer to the revised TIA report for details. Please be clarified that 1 light bus will be in operation to serve all staff and visitors. Please refer to Section 2.6 of the revised TIA report for the frequency and duration of the shuttle service for staff and visitors per day.
12. It is noted that mandatory rules restricting both the number of visitors and their visiting hours will	Please note that the mandatory rules restricting both the number of visitors and their visiting hours have been removed, please



Comments of Traffic Engineering (NTE) Division, Transport Department dated 23 June 2026 (Mr. JIM Holman, 2399 2563)	Responses
be implemented to prevent peak arrivals that could lead to localized traffic congestion. The applicant is required to explore and confirm with the relevant authorities (e.g., PlanD and LandsD) how these operational rules can be formalized and enforced through Planning Application Conditions or Land Lease provisions. Furthermore, please note that any subsequent amendments to these visitor management rules must be submitted to TD for review and approval to ensure no adverse effects on local traffic.	refer to Section 2.6 of the revised TIA report for details.
13. The proposed exact location of shuttle services shall be included in the TIA report. Comments from Transport Operations (NT) Division shall be sought.	Noted and please refer to Figure 2.3 and Section 2.6 for the proposed exact location of shuttle services shall be included in the TIA report.
14. Swept path, analysis of light bus travelling to and from Tat Wan Road along the connected road between Tat Wan Road and the site shall also be included.	Noted and please refer to Figure SP-04 of the revised TIA report for the swept path analysis of light bus between Tat Wan Road and the site.
15. Traffic impact during construction stage shall also be assessed in the TIA report.	Noted and please refer to Chapter 6 of the revised TIA report for the CTIA.
16. Please clarify if the proposed 1.5m wide footpath refers to the clear, unobstructed width. If a crash barrier is required for safety reasons, the applicant must demonstrate that a minimum net effective width of 1.5m can still be maintained.	Please be clarified that 1.5m wide footpath refers to the total footpath width. Please note that for ambulance to have sufficient manoeuvring space at the access road, 1.5m wide footpath has to be maintained, please refer to Section 2.3 of the revised TIA report for details.
17. It is noted that the existing road connecting the proposed access road to Tat Wan Road is a single track, two-way carriageway. Given the	Noted and please note that the two sides of the existing road connecting the proposed access road to Tat Wan Road are surrounded by private lots, therefore additional



Comments of Traffic Engineering (NTE) Division, Transport Department dated 23 June 2026 (Mr. JIM Holman, 2399 2563)	Responses
anticipated increase in traffic flow, the applicant should critically review the need for additional laybys along the road to serve as passing places.	laybys/passing bays could not be added.
18. Minimum intergreen time of 5 seconds should be adopted in calculating the RC values.	Noted and please note that the assessments and calculation sheets have been revised, please refer to the revised TIA report for details.
19. Please review the lane width, nearside lane, intergreen and cycle time in RC calculations at Tat Wan Road/slip road to Tolo Highway junction.	Noted and please note that the lane width, nearside lane, intergreen and cycle time in RC calculations for Junction Tat Wan Road/ Slip road to Tolo Highway (C) have been revised, please refer to the revised TIA report for details.
20. Loss time of 21 seconds should be adopted for Ma Wo Road / Tat Wan Road junction.	Noted and please note that loss time of 21 has been adopted for Junction Ma Wo Road / Tat Wan Road (D), please refer to the revised TIA report for details.